Γ-

CLASSIFICATION

CONFIDENTIAL SECURITY INFORMATION

CONFIDENTIAL

REPORT

INFORMATION FROM
FOREIGN DOCUMENTS OR RADIO BROADCASTS

CENTRAL INTELLIGENCE AGENCY

CD NO.

COUNTRY

Bulgaria

DATE OF

3051

SUBJECT

PUBLISHED

Economic - Forest cableways

INFORMATION

1951

HOW

Daily newspaper

DATE DIST. S & DEC 1951

WHERE PUBLISHED

NO. OF PAGES

DATE

PUBLISHED

24 Aug 1951

Sofia

SUPPLEMENT TO

LANGUAGE Bulgarian

REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF EXPONANCE ACT SO S. C., 31 and 31, As are supples. Its Transmissions on the Revealing OF ITS CONTENTS IN ARY SHARES TO AN UNAUTHORIZE FRANCE IN PRO-MISSING DE TARE. REPRODUCTION OF THIS PORM IS PROMISSING.

THIS IS UNEVALUATED INFORMATION

SOURCE

Vecherni Novini.

MORE FOREST 'ABLEWAYS TO BE PUT IN OPERATION

In 1949, the first Bulgarian forest oblevay was constructed in Dulgi Del, Mikhaylovgrad Okoliya. The results obtained were excellent. Consequently, the construction of other cableways was begon. During the same year, four more cableways were constructed in other parts of the country. In 1950, six other cableways were installed, and during the current year, as recently as the last 2 months, ten more cableways were installed. These will be put into operation very soon.

The forest cableways are of the 'Visen' type and are made of a conveyor cable attached firmly to high poles and large trees. A trolley slides along a cable line. It is holsted to the line by a lable operated by a 17-horsepower gasoline: engine. The trolley can be lowered to the ground with a load of as much as 1.5 cubic meters of lumber without the use of the engine.

In 1949, 6,308 cubic meters of lumber were transported by cableways; in 1950 26,000 cubic meters; and during the first 7 months of 1951, 24,067 cubic meters. The lumber transported on these cableways in 1950 required 7,000 workdays; whereas, had such transportation been performed by house drawn or cx-drawn carts, 18,000 workdays would have been required.

In the past the cost of transporting one subic meter of lumber from the Belasitsa Mountains was 800 leva, while at present, by cableway, the cost is only 400 leva.

The forest cableways make possible the transportation of lumber from almost inaccessible places in the Rila Mountains, the Pelasitsa Mountains, and the central part of the Stara Planina where, until the present exploitation of forests had not been possible. The transportation of lumber by carts lowers its quality 50 to 80 percent because of breakage, splitting, cracking, and damage caused by rocks. In addition, a large part of the trees felled at these inaccessible places were left to rot in the past because it was impossible to trail them out of the forests.

The most important advantage of forest cableways is that lumber can be transported at any time of the year. The work is no longer seasonal, and a constant flow of lumber from the forests is assured.

- E N D

CONFIDENTIAL

CLASSIFICATION CONFIDENTIAL

STATE NAVY NSRB DISTRIBUTION

ARMY AIR FB1

50X1-HUM

